

producing the thrust. When installing circlips, observe the following:

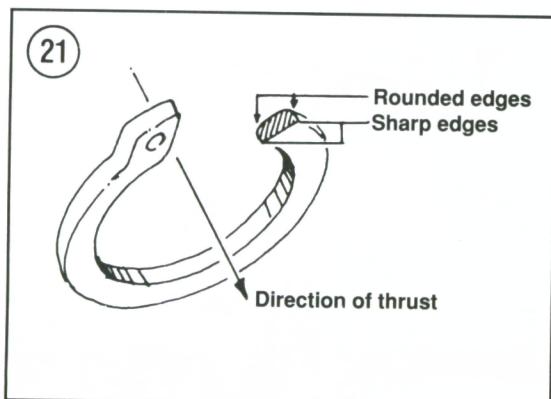
- Compress or expand circlips only enough to install them.
- After the circlip is installed, make sure it is completely seated in its groove.

Transmission circlips become worn with use and increase side play. For this reason, always use new circlips whenever a transmission is reassembled.

LUBRICANTS

Periodic lubrication assures long life for any type of equipment. The *type* of lubricant used is just as important as the lubrication service itself, although in an emergency the wrong type of lubricant is better than none at all. The following paragraphs describe the types of lubricants most often used on motorcycle equipment. Be sure to follow the manufacturer's recommendations for lubricant types.

Generally, all liquid lubricants are called "oil." They may be mineral-based (including petroleum bases), natural-based (vegetable and animal bases),



synthetic-based or emulsions (mixtures). "Grease" is an oil to which a thickening base has been added so that the end product is semi-solid. Grease is often classified by the type of thickener added; lithium soap is commonly used.

Engine Oil

Four-cycle oil for motorcycle and automotive engines is classified by the American Petroleum Institute (API) and the Society of Automotive Engineers (SAE) in several categories. Oil containers display these classifications on the top or label.

API oil classification is indicated by letters; oils for gasoline engines are identified by an "S". Honda models described in this manual require SF or SG oil.

Viscosity is an indication of the oil's thickness. The SAE uses numbers to indicate viscosity; thin oils have low numbers while thick oils have high numbers. A "W" after the number indicates that the viscosity testing was done at low temperature to simulate cold-weather operation. Engine oils fall into the 5W-30 and 20W-50 range.

Multi-grade oils (for example 10W-40) are less viscous (thinner) at low temperatures and more viscous (thicker) at high temperatures. This allows the oil to perform efficiently across a wide range of engine operating conditions. The lower the number, the better the engine will start in cold climates. Higher numbers are usually recommended for engine running in hot weather conditions.

Grease

Greases are graded by the National Lubricating Grease Institute (NLGI). Greases are graded by number according to the consistency of the grease; these range from No. 0.00 to No. 6, with No. 6 being the most solid. A typical multipurpose grease is NLGI No. 2. For specific applications, equipment manufacturers may require grease with an additive such as molybdenum disulfide (MOS2) (Figure 22).

EXPENDABLE SUPPLIES

Certain expendable supplies are required during maintenance and repair work. These include grease, oil, gasket cement, wiping rags and cleaning solvent. Ask your dealer for the special locking compounds,

silicone lubricants and other products (**Figure 23**) which make vehicle maintenance simpler and easier. Cleaning solvent or kerosene is available at some service stations, paint or hardware stores.

WARNING

Having a stack of clean shop rags on hand is important when performing engine and suspension service work. However, to prevent the possibility of fire damage from spontaneous combustion from a pile of solvent soaked rags, store them in a lid sealed metal container until they can be washed or discarded.

NOTE

To avoid absorbing solvent and other chemicals into your skin while cleaning parts, wear a pair of petroleum-resistant rubber gloves. These can be purchased through industrial supply houses or well-equipped hardware stores.

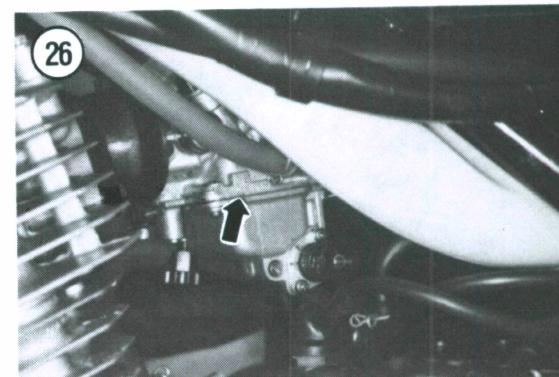
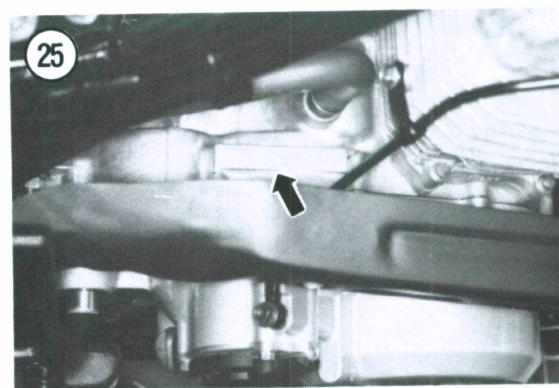
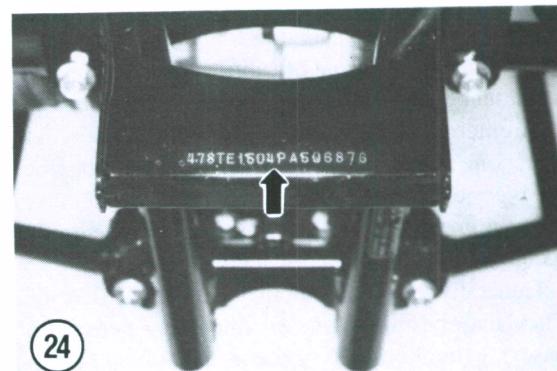
PARTS REPLACEMENT

Honda makes frequent changes during a model year, some minor, some relatively major. When you order parts from the dealer or other parts distributor, always order by frame and engine numbers. The frame number serial number is stamped on the front frame member (**Figure 24**) (1993 location shown). The engine number is stamped on a raised pad on the right-hand side of the crankcase (**Figure 25**). The carburetor number (**Figure 26**) is on the left-hand side of the carburetor body just above the float bowl.

Write the numbers down and carry them with you. Compare new parts to old before purchasing them. If they are not alike, have the parts manager explain the difference to you. **Table 1** lists engine and frame serial numbers for the models covered in this manual.

NOTE

*If your Honda was purchased second-hand and you are not sure of its model year, use the vehicle's engine serial number and the information listed in **Table 1**. Read your vehicle's engine serial number. Then compare the number with the engine and serial numbers listed in **Table 1**. If your vehicle's serial number is listed in **Table 1**, cross-refer-*



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